

**RECIRCULATED DRAFT
ENVIRONMENTAL IMPACT REPORT**

SCH No. 2004031093

**HOME DEPOT
CITY OF LONG BEACH**

LSA

May 2006

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Submitted to:

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LSA

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APPENDICES (VOLUME II)

- Appendix A: Cumulative Traffic Memorandum
- Appendix B: Phase I Environmental Site Assessment Two Vacant Parcels Associated with the Proposed Home Depot Development, Long Beach, California
- Appendix C: Updated Air Quality Tables
- Appendix D: Updated Noise Tables
- Appendix E: RCRA Facility Investigation (RFI), Model Scope of Work

TECHNICAL REPORTS – Available for review at the City of Long Beach, Department of Planning and Building

- Air Quality Analysis (with Appendices)
- Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling (with Appendices)
- Preliminary Hydrology Study
- Noise Impact Analysis (with Appendices)
- Traffic Impact Analysis Report (with Appendices)
- Alternatives Analysis Supporting Data
- Engineering Geologic and Geohazards Assessment Report (with Appendices)
- Report of Geotechnical Investigation—Proposed Home Depot

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This document has been prepared to update and provide additional analysis of the revised Home Depot project in the City of Long Beach. This Recirculated Draft Environmental Impact Report (EIR) includes information and analyses updated since an EIR was circulated for this project in May 2005. For purposes of clarity and distinction, this document will be referred to as the Recirculated Draft EIR, and the previously circulated Draft EIR will be referred to as DEIR 2005.

This Recirculated Draft EIR has been prepared by the City of Long Beach to analyze the proposed project's potential impacts on the environment; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts. This document, the Recirculated Draft EIR, contains a revised project description and additional environmental analysis for the refinements to elements of the proposed project. In addition, two impact sections of DEIR 2005 have been revised and are being recirculated for public review in their entirety.

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the City of Long Beach Recirculated EIR for the proposed Home Depot project.

1.2 SUMMARY OF PROJECT DESCRIPTION

The proposed project requires Site Plan Review, a Conditional Use Permit, a Local Coastal Development Permit, Standards Variances (open space and curb cuts), and a Tentative Parcel Map to develop a Home Depot design and garden center, additional commercial retail buildings, a restaurant, parking, and associated site improvements. The project has a total of 155,156 square feet of commercial space, including a 102,513-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 754 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. The net development site is 16.7 acres.

The Pacific Energy receiving and pump station in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies approximately 1.1 acres of the 17.8-acre parcel. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted through the property.

The Pacific Energy distribution facility will be separated from the commercial portion of the project site by a 12-foot-high screening fence. New gates into the pump station will be constructed on the

northwest and northeast sides of the station for maintenance and operations access by Pacific Energy personnel. In addition, a 12-foot-high concrete containment wall will be installed around the existing cutter tank immediately south of the pump station.

Development of the retail-commercial center includes the provision of necessary infrastructure, including drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications. Project construction includes installation of a 4-inch gas line connecting the development to an existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or to the existing 16-inch gas line in Studebaker Road. Project construction also includes improvements to the local Vista Street sewer system and installation of a force main mounted to the Loynes Drive bridge, and construction of an on-site lift station equipped with a wet well and odor control system. More specifically, the project includes the replacement of 265 feet of an existing 8-inch diameter public sewer line with a 10-inch diameter sewer line in Vista Street between Daroca Street and Margo Street, and the replacement of 261 feet of an 8-inch diameter sewer line with a 10 inch diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course.

The proposed project includes improvements to the streetscape along the east side of Studebaker Road. Curb, gutters, and a 10-foot-wide (minimum) sidewalk compliant with the Americans with Disabilities Act (ADA) standards will be installed adjacent to the project site. Additional improvements to the surrounding circulation system will be constructed as part of project implementation.

Off-Site Open Space

In addition to on-site landscaping and open space, the proposed project also includes landscaping of 1.37 acres southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View Park bike path. Kettering Elementary School borders the site to the south. The site consists of 0.31-acre of Caltrans right-of-way, a 0.43-acre flood control easement, and a 0.63-acre private property which will be deeded to the City for inclusion in its inventory of open space. The proposed project includes removal of the existing asphalt, landscaping with a mix of low maintenance and drought tolerant plant materials, and construction of a 5-foot concrete walkway that will traverse the length of the site. The project applicant will repave portions of the Los Angeles County Flood Control District easement for maintenance purposes and enter into a use agreement with the Los Angeles County Flood Control District for landscaping of the remaining portions. Drainage swales will be included in site design to direct water away from Kettering Elementary School.

1.3 ALTERNATIVES

The following alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative sites as required by CEQA:

- Alternative 1: No Development/No Build Alternative
- Alternative 2: Reduced Project Alternatives
- Alternative 3: No Project/Existing Zoning: Warehouse

- Alternative 4: No Project/Existing Zoning: Light Industrial

The No Project/No Development Alternative is environmentally superior to the proposed project because there are no physical impacts that would result from implementation of this alternative. If there were no changes to the existing conditions on the site, there would be no increase in traffic, noise, construction or operational air emissions, or solid waste generation; however, there are projected changes with the proposed project.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, “the EIR also identify an environmentally superior alternative among the other alternatives” (CEQA Guidelines Section 15126.6[e][2]). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the Reduced Project Alternative.

The Reduced Project Alternative would reduce the number of, but not completely avoid, significant project-related impacts to traffic and operational air quality. The trip generation of the Reduced Project Alternative is less than the proposed project trip generation for both the weekday and weekend peak hours. The Reduced Project Alternative would result in two fewer significantly impacted intersections during the weekday peak hours and one fewer impacted intersection in the weekend peak hour compared with the proposed project. All study area intersections would operate with an improved or equivalent level of service with implementation of the Reduced Project Alternative compared with the proposed project. The Reduced Project Alternative, however, has significant traffic effects during the weekend peak hour. The Reduced Project Alternative also results in fewer significant air quality effects compared to the proposed project and Light Industrial Alternative.

1.4 AREAS OF CONTROVERSY

Pursuant to State CEQA Guidelines, Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City of Long Beach or were raised during the scoping process. Major issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker Road and Loynes Drive; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to the nearby Los Cerritos Wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality of life issues related to possible noise from operation of the commercial center.

DEIR 2005 addressed each of these areas of concern or controversy in detail, examined project-related and cumulative environmental impacts, identified significant adverse environmental impacts, and proposed mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A of DEIR 2005 includes the Notice of Preparation, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

1.5 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The proposed project will result in significant unavoidable adverse impacts related to air quality, solid waste disposal capacity in Los Angeles County, and traffic and circulation. Chapter 8.0 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is

applied. These impacts are also described in detail in Chapter 4.0 of DEIR 2005. Additional information can be found in the Section 4.10 and Chapter 6.0 of this Recirculated Draft EIR. A brief description of each significant unavoidable impact is provided below.

Air Quality

Construction air quality impacts related to construction equipment/vehicle emissions during demolition and grading periods and fugitive dust will remain significant and adverse even with implementation of mitigation measures and compliance with applicable rules and regulations.

The proposed project will also result in long-term air emissions associated with stationary sources (i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed CO, ROC, and NO_x thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

Construction of the proposed project, including off-site improvements and in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

Public Services and Utilities

Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable.

Traffic and Circulation

The following project intersection impacts cannot be mitigated. Therefore, these project impacts remain significant and adverse.

Weekday Peak Hour

- Studebaker Road/State Route 22 (SR-22) westbound ramps

Weekend Midday Peak Hour

- PCH/7th Street
- PCH/2nd Street

At the direction of City staff, a technical memorandum was prepared to address the cumulative traffic impacts of the proposed project when considered with the addition of traffic from proposed Seaport Marina project. In addition to the significant impacts to the intersections listed above, a significant impact to the following intersection was identified in the Chapter 6.0 of the Recirculated Draft EIR. Impacts to this intersection cannot be mitigated and remain significant and adverse.

Weekday Peak Hour

- Studebaker Road/SR-22 eastbound ramps

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the project environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. The table also identifies cumulative impacts resulting from build out of the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in DEIR 2005 include: Aesthetics, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services and Utilities, and Transportation and Circulation. Two sections of DEIR 2005, 4.6, Hazards and Hazardous Materials and 4.10, Public Services and Utilities, have been revised and are being recirculated for public review.

Several Transportation and Circulation project design features (PDFs) presented in DEIR 2005 have been converted to mitigation measures in this Recirculated Draft EIR in order to ensure that they will be completed as presented with implementation of the project.

Refer to Section 2.5 of this Recirculated Draft EIR for a discussion of additional effects found not to be significant through preliminary analysis and the scoping process.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.1: AESTHETICS		
Effects on Scenic Vistas. All areas surrounding the project site are developed for urban uses with the exception of the Los Cerritos Wetlands and two small parcels of land adjacent to the project site. The project site would not disrupt or affect views from an interpretive center built on the site because it is located to the east. Likewise, the proposed project will not disrupt any scenic vistas or viewsheds visible on the Los Cerritos Wetlands from the interpretive center. There are no additional aesthetic or visual resources located on site or in the surrounding vicinity that have been designated in any City or other agency policy or plan. The effect of the proposed project on any scenic vistas that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary. Similarly, landscaping of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue will not result in a significant impact on any scenic vista that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary.	No mitigation is required.	Less than significant
Effects on Scenic Resources. The Los Cerritos Wetlands are located south of the storage tank farm operated by Pacific Energy and across the Los Cerritos Channel south of the project site. The nearest portion of the wetlands area is approximately 200 feet southwest of the project site. The distance between the two land uses provides a sufficient buffer to protect the wetlands from any light, glare, and shade emanating from the project site. Therefore, project impacts to the visual and scenic quality of the Los Cerritos Wetlands are considered less than significant, and no mitigation is required. Studebaker Road, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources in the vicinity of the project site are considered less than significant, and no mitigation is required. Channel View Park is located immediately to the east of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue. The scenic quality of Channel View Park will not be impacted by the proposed changes to the site adjacent to 7th Street. Therefore, project impacts related to Channel View Park are considered to be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
7th Street, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources in the vicinity of the project site are considered less than significant, and no mitigation is required.		
Visual Character. The proposed project will replace five of the six existing ASTs with a commercial shopping center. It provides benefits to views from the public rights-of-way because of landscaping improvements, high-quality building materials, and consistent integrated architecture. The comparable heights of project buildings, modern architectural design, and substantial landscape elements are shown in simulated views based on proposed project plans and indicate that potential impacts to the aesthetic character of the surrounding area are reduced to below a level of significance for all vantage points analyzed in this section. Landscaping of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue will not result in a significant impact related to visual character, and no mitigation is necessary.	No mitigation is required.	Less than significant
Light and Glare. The project area is presently characterized by a relatively low level of nighttime lighting used primarily for security purposes and street lights along Studebaker Road. The proposed project will involve nighttime operations, and lighting will be necessary. Photometric analysis of project lighting available for review at the City of Long Beach Department of Planning and Building shows that spill light is reduced to a maximum of 0.3 fc at 50 feet from the project boundary and a maximum of 0.1 fc at 100 feet from the project boundary. Mitigation Measures 4.1.1 and 4.1.2 are precautionary measures intended to further prevent any potentially adverse impacts from spill light or glare. With incorporation of these measures, any potentially significant impacts from spill light and glare generated by the proposed project are reduced to below a level of significance.	4.1.1 The preliminary lighting plan shall be finalized as part of subsequent refinements in the site master planning process. The plan shall be designed to prevent light spillage in excess of that which has been referenced and analyzed in this EIR. A qualified lighting engineer/consultant to the City of Long Beach Department of Planning and Building shall verify that the plan calls for energy-efficient luminaries that control light energy and for exterior lighting to be directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. Prior to issuance of building permits, the lighting plan shall be reviewed and approved by a City of Long Beach Director of Planning and Building, demonstrating that project lighting is consistent with this EIR.	Less than significant
Proposed lighting on the proposed 1.37-acre open space site at the intersection of 7th Street and Silvera Avenue will be consistent with existing nighttime light sources in the area, including street lights along 7th	4.1.2 Prior to issuance of certificates of occupancy, the City of Long Beach Building Official shall verify that the lighting plan restricts	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Street and Silvera Avenue and nighttime security lighting at Kettering Elementary School. Therefore, the lighting proposed in the open space area would result in a less than significant impact.	operational hours as follows: 100 percent illumination from dusk to close of commercial activities; 50 percent illumination from the close of commercial activities until one hour after close time; and only security-level lighting from one hour after closure until dawn.	
Cumulative Aesthetics Impacts. The proposed project will not have a significant cumulative impact on the visual environment, as the project site has long been occupied by industrial uses. The proposed project, including the proposed open space site, will not generate significant adverse effects on adjacent land uses. The proposed improvements are compatible in character with the surrounding area. There are no known visual incompatibilities between the proposed project and planned future projects located in the surrounding area. Project lighting will be minimized with the implementation of Mitigation Measures 4.1.1 and 4.1.2 and within the existing urban context will not contribute to a significant cumulative impact. Therefore, the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is considered less than significant.	No mitigation is required.	Less than significant
4.2: AIR QUALITY		
<p>Construction Emissions. Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include: (1) exhaust emissions from construction vehicles; (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces; (3) demolition activities; and (4) soil disturbances from grading and backfilling. Construction impacts related to air quality include the following:</p> <ul style="list-style-type: none"> It is anticipated that emissions during structure construction would be below the peak grading day emissions; impacts related to construction would be less than significant. During peak grading days, total construction emissions of NO_x and PM₁₀ would exceed the daily thresholds established by the SCAQMD even with Mitigation Measures 4.2.1 through 4.2.8 implemented. During demolition and regular grading days, NO_x emissions would 	<p>4.2.1 The City of Long Beach shall ensure that the project complies with South Coast Air Quality Management District (SCAQMD) Rule 1166 with regard to the handling of potential VOC-contaminated soils during construction. Prior to issuance of building permits, the City of Long Beach Building Official shall verify that construction plans include a statement stipulating that the construction contractor shall be responsible for compliance with applicable SCAQMD Rules and Regulations.</p> <p>4.2.2 The City of Long Beach shall ensure that the project complies with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD</p>	Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>exceed the thresholds as well.</p> <ul style="list-style-type: none"> Emissions of other criteria pollutants would be below the thresholds. Architectural coatings contain volatile organic compounds (VOC) that are similar to ROC and are part of the O₃ precursors. Although no detailed architectural coatings information is available for the project, compliance with the SCAQMD Rules and Regulations on the use of architectural coatings is sufficient to reduce project impacts to a less than significant level. Implementation of proposed plans for the open space site southeast of the intersection of 7th Street and Silvera would not exceed the daily thresholds for the criteria pollutants of nitrogen oxides (NO_x), reactive organic compounds (ROC), carbon monoxide (CO), sulfur oxide (SO_x), and particulate matter less than 10 microns in diameter (PM₁₀). With implementation of Mitigation Measure 4.2.2, fugitive dust and PM₁₀ emissions from construction operations on the proposed open space site would be reduced below a level of significance. 	<p>Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. The City of Long Beach Building Official shall ensure that notes are included on grading and construction plans and referenced in the Construction Contractor's Agreement stipulating that the construction contractor shall be responsible for compliance with SCAQMD Rules 402 and 403.</p> <p>Applicable Rule 403 measures include the following requirements:</p> <ul style="list-style-type: none"> Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer). Pave construction access roads at least 100 feet onto the site from the main road. Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. <p>4.2.3 The City of Long Beach Building Official shall ensure that construction documents and the Construction Contractor's Agreement require use of dust suppression measures in the SCAQMD</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p><i>CEQA Air Quality Handbook</i> during grading and construction. The construction contractor shall be responsible for implementation of dust suppression measures.</p> <ul style="list-style-type: none"> Revegetate disturbed areas as quickly as possible. All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph. All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip. All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. <p>4.2.4 The construction contractor shall select the construction equipment used on site based on low-emission factors and high energy efficiency. Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that all construction equipment will be tuned and maintained in accordance with manufacturers' specifications.</p> <p>4.2.5 Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p>construction and grading plans include a statement that the construction contractor shall utilize electric- or diesel-powered equipment in lieu of gasoline-powered engines where feasible.</p> <p>4.2.6 Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.</p> <p>4.2.7 Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall time construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through-traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.</p> <p>4.2.8 Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</p>	
Emission Thresholds for Pollutants with Regional Effects. Long-term air emission impacts are those associated with stationary sources and mobile sources involving any project-related change. The proposed commercial use	4.2.9 The City of Long Beach shall ensure that the project complies with Title 24 of the California Code of Regulations established by the Energy	Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>would result in both stationary and mobile sources. The stationary source emissions from the commercial uses would come from the consumption of natural gas. Long-term operational emissions associated with the proposed project result from additional automobile trips generated by the project. Emissions from the project-related mobile sources would exceed CO, ROC, and NO_x thresholds based on emission factors for 2004. Emissions of SO₂ and PM₁₀ would not exceed their respective thresholds. Therefore, project-related long-term air quality impacts would be significant. Because most of the project's air quality impacts are generated by vehicle emissions, implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.</p> <p>The proposed open space will generate few long-term vehicle trips and no stationary source emissions. Therefore, the proposed project would not result in any long-term air quality impacts and would not worsen impacts reported for the proposed Home Depot project.</p>	<p>Commission regarding energy conservation standards. During Plan Check, the City of Long Beach Building Official shall verify that the following measures are incorporated into project building plans:</p> <ul style="list-style-type: none"> • Trees will be planted to provide shade and shadow to buildings • Energy-efficient parking lot lights, such as low-pressure sodium or metal halide, will be used • Solar or low-emission water heaters shall be used with combined space/water heater units where feasible • Double-paned glass or window treatment for energy conservation shall be used in all exterior windows where feasible • Buildings shall be oriented north/south where feasible. 	
<p>Local Microscale Concentration Standards. Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO. CO is a direct function of vehicle idling time and, thus, traffic flow conditions. The proposed project would contribute to increased CO concentrations at intersections in the project vicinity; however, all 11 intersections analyzed would have one-hour and eight-hour CO concentrations below the federal and State standards. The existing CO concentrations are from current traffic in the vicinity of these intersections. Furthermore, it is anticipated that emissions in the future years, including CO, will decrease with technology advancements in vehicular engine technology. The increase in traffic volumes would not outweigh the reduction in emission factors. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.</p> <p>With the exception of site maintenance equipment and employee</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>commutes, the proposed open space would not generate any long-term vehicle trips or stationary source emissions. Therefore, the proposed project would not result in a significant impact on local air quality for CO, and no mitigation measures would be required.</p> <p>Cumulative Air Quality Impacts. The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts.</p> <p>The project would also result in increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation, and exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.</p> <p>There would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin (Basin) as a result of the proposed open space site. Soil disturbance would be staggered so as not to occur at the same time as grading of the Home Depot site. Therefore, although the project as a whole results in a significant cumulative air quality impact, the impact reported in DEIR 2005 is not worsened by the addition of the open space area to the project.</p>	No mitigation is feasible.	Significant and adverse.
4.3: BIOLOGICAL RESOURCES		
<p>Sensitive Species.</p> <ul style="list-style-type: none"> Plants. No sensitive plant species or natural communities were observed at the Home Depot project site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) during the field surveys. No sensitive plant species or natural communities are expected to occur on site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) due to lack of suitable habitat. The project area has been heavily disturbed and contains sparse ruderal vegetation. Due to the generally disturbed condition and absence of sensitive plant species in the project area, impacts to vegetation are less than significant, and no mitigation is required. No special-interest plant species identified in the literature review were observed on the proposed open space site, and none of these species are expected to occur because of the disturbed nature of the site and lack of exposed soil and 	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>unpaved surfaces.</p> <ul style="list-style-type: none"> • Wildlife. The focused burrowing owl surveys determined that burrowing owls are not expected to be year-round residents at the project site, and are expected to be absent as a breeding bird at the project site. No other sensitive wildlife species identified in the records search were observed at the project site, nor are any expected to occur due to lack of suitable habitat. While special-interest species may forage or fly over the proposed open space area, none of these species are expected to breed in the area because of the lack of vegetation suitable for nesting and proximity to the roadway. Therefore, no significant adverse impacts to wildlife species would result from implementation of the proposed project, and no mitigation is required. The City of Long Beach will ensure compliance with the requirements of the Migratory Bird Treaty Act (MBTA) and U.S. Fish and Game Code 3503.5. 		
<p>Wildlife Movement Corridors. The project site potentially allows for wildlife movement to a limited extent due to its proximity to the Los Cerritos Wetlands. The project site may be used as a migration stop or brief dispersal refuge for migrating birds along the coastline. However, because the project site is disturbed, located within an urban setting, and separated from the adjacent Los Cerritos Wetlands by roadways, it is not considered an integral component of any wildlife movement corridors in the area. The proposed open space site will provide similar or improved opportunities for wildlife movement as the current condition, and will not impede wildlife movement. Therefore, potential impacts to wildlife movement are less than significant, and no mitigation is required.</p>	No mitigation is required.	Less than significant
<p>Potential Jurisdictional Wetlands. No potential jurisdictional wetlands were identified at the project site or within the portion of the Los Cerritos Channel near the proposed sewer line construction. Therefore, potential impacts to jurisdictional wetlands as a result of the proposed project are less than significant, and no mitigation is required.</p> <p>Small curbs along the perimeter of the proposed open space site appear to be used for drainage purposes, but do not exhibit an ordinary high water mark, and therefore would not likely be considered jurisdictional. The site does not contain any other drainage courses that potentially meet the State and/or federal definitions of streambeds, wetlands, and/or waters of the U.S., nor any that would be subject to the jurisdictional authority of regulatory agencies. It is anticipated that the proposed open space project will not require any permits from the U.S. Army Corps of Engineers</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>(Corps) or the CDFG.</p> <ul style="list-style-type: none"> Los Cerritos Wetlands. The project site is currently developed with industrial uses and is separated from the Los Cerritos wetlands by a major arterial (Studebaker Road). Implementation of the proposed project would not result in any significant adverse effects to the Los Cerritos Wetlands from project sources such as traffic, light, and noise. These sources already exist and are not expected to increase substantially. Therefore, no mitigation measures are required. 		
<p>Federally Protected Waters. The jurisdictional delineation identified the limits of both potential Corps nonwetland waters of the U.S. and CDFG streambed jurisdiction at the Los Cerritos Channel just north of the Loynes Drive bridge. Sewer line construction across the Los Cerritos Channel would occur above and outside potential jurisdictional limits, and the installation of the sewer line will not include any work within the channel itself. Therefore, the construction of the sewer line would not impact jurisdictional areas and would not be subject to agency jurisdiction. However, construction activity for the sewer line will be in very close proximity to the Los Cerritos Channel, and construction activity at the project site will come very close to the channel banks of the two artificial water supply channels located off site to the north and south of the project site, which are also potentially jurisdictional. Implementation of precautionary protective barriers as described in Mitigation Measure 4.3.1 would prevent any incidental discharge of fill, debris, or other material into the Los Cerritos Channel and the two adjacent water supply channels and would reduce potential impacts to jurisdictional waters to less than significant levels.</p> <p>Small curbs along the perimeter of the proposed open space site appear to be used for drainage purposes, but do not exhibit an ordinary high water mark, and therefore would not likely be considered jurisdictional. The site does not contain any other drainage courses that potentially meet the State and/or federal definitions of streambeds, wetlands, and/or waters of the U.S., nor any that would be subject to the jurisdictional authority of regulatory agencies. The proposed open space project will not likely require any permits from the U.S. Army Corps of Engineers (Corps) or the CDFG.</p>	<p>4.3.1 Prior to commencement of demolition or grading activities, the construction contractor shall install protective barriers (e.g., snow or silt fencing) between the project site and the adjacent water supply channels and along both banks of the Los Cerritos Channel north of the Loynes Drive bridge. Prior to issuance of demolition permits, the City of Long Beach Environmental Officer shall verify that a qualified biologist has been retained by the City of Long Beach to supervise the installation of the barriers and ensure that the barriers are installed in the proper location and are clearly visible to equipment operators and other construction personnel. The barriers shall be a bright color (e.g., fluorescent orange) to ensure clear visibility. No construction activity shall occur beyond the limits marked by the barriers, and the construction contractor shall ensure that no construction debris, trash, or other material passes beyond the barriers. The City-retained biologist shall monitor the site on a weekly basis throughout project construction and file written reports on the condition of the barriers to the City of Long Beach Environmental Officer on a monthly basis. The cost of the biologist shall be reimbursed by the applicant.</p>	Less than significant
<p>Ordinances, Plans, and Policies. The City of Long Beach has a tree ordinance that applies to City-owned trees. A ministerial permit would be required if the project would require removal of trees from City-owned property. However, no City-owned trees will be removed as part of the</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
project, and no mitigation is required.		
Habitat Conservation Plan, Natural Community Conservation Plan. There is no adopted HCP, NCCP, or other habitat conservation plan in the City of Long Beach; therefore, the project will not conflict with any such plans. The Home Depot project site is located within the coastal zone and is subject to the requirements of the City's Local Coastal Program.	No mitigation is required.	Less than significant
Cumulative Biological Impacts. The project will not result in a loss of wetland habitat, will not impact any sensitive species, and will not directly or indirectly impact the adjacent wetlands. The mitigation measures identified above will reduce or avoid potential impacts to jurisdictional waters. Therefore, the proposed project would not contribute to cumulative losses of sensitive species or habitat, and no significant cumulative biological impacts would occur as a result of implementation of the proposed project.	No mitigation is required.	Less than significant
4.4: CULTURAL AND PALEONTOLOGICAL RESOURCES		
Historical Resources. At the present time, the two oldest tanks on the project site, Tank Nos. 1 and 2, are 49 years old, and not considered to be historic under CEQA. Since the tanks will most likely reach 50 years of age prior to demolition, the Alamitos Tank Farm was recorded on State of California Record Forms (DPR 532 Forms) in order to document their presence, relationship, and condition. Because the tanks are not distinctive in their design, are not associated with events of significance, and are not likely to yield important historic information, they and the Alamitos Tank Farm as a whole are considered not important under CEQA and not eligible for listing on the California Register of Historical Resources. Therefore, no mitigation is required for impacts to historical resources on site. The project site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. There are no historic structures, as defined in State CEQA Guidelines Section 15064.5, on the project site. Therefore, no mitigation is required for impacts to historical resources on site, and project impacts related to historical resources are less than significant.	No mitigation is required.	Less than significant
Paleontological Resources. The site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely <i>in situ</i> deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during	4.4.1 In conjunction with the submittal of applications for rough grading permits for the proposed project, the City of Long Beach Director of Planning and Building shall verify that a paleontologist who is listed on the County of Los Angeles list of certified paleontologists has been retained and will be on site during all rough	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>excavation activities. Mitigation Measure 4.4-1 addresses potential impacts with regard to discovered paleontological resources.</p> <p>The proposed open space site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely that <i>in situ</i> deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during excavation activities. Mitigation Measure 4.4.1 found in the DEIR addresses potential impacts with regard to discovered paleontological resources and is applicable to the proposed open space site.</p>	<p>grading and other significant ground-disturbing activities in paleontologically sensitive sediments. In the event that fossil resources are noted within the project area, construction in the vicinity of the find will be halted until the discovery can be evaluated. If the discovery is determined to be important, the project proponent shall initiate a paleontological recovery program to collect the fossil specimens and all relevant lithologic and locality information about the specimen. This may include the collection and the washing and picking of up to 6,000 pounds per locality of mass samples to recover small invertebrate and vertebrate fossils. The results of the fossil recovery program will be documented in a technical report that will include an itemized inventory of specimens. Specimens recovered during grading activity shall be prepared to a point of identification and permanent preservation. All recovered fossils shall be placed within a museum repository that is capable of accepting the recovered fossils and that has a permanent retrievable storage. The project proponent shall be responsible for all costs associated with this recovery program and report preparation.</p>	
<p>Archaeological and Prehistoric Resources. During a cultural resources survey, marine shellfish were identified along the northern portion of the project area, which can be an indication of prehistoric use at the site. The shellfish were determined to be a result of dredging the intake channels to cool the electrical generating plant. This determination was made based on the association of both valves of some of the bivalves observed in the deposits, indicating that the shells were not gathered by humans for food. No evidence of prehistoric use of the project area was found. Because the project area was originally tidal marshland, there is little potential for buried prehistoric resources, and no prehistoric resources have been previously recorded within 0.5 mile of the project area. However, since there is the possibility that human remains may be encountered during excavation activities, Mitigation Measure 4.4.2 is required to address this issue.</p>	<p>4.4.2 If human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
No cultural resources have been recorded within the proposed open space site the entire area is covered with asphalt. An archaeological monitor will be present during any construction-related ground-disturbing activities because other resources have been recorded within the vicinity of the extension area. Mitigation Measure 4.4.3 requires the presence of a Los Angeles County certified archaeologist at the pre-grading meeting and during all grading activity on the proposed open space site. Mitigation Measure 4.4.3 will reduce project impacts related to unknown archaeological and prehistoric resources to a less than significant level.	<p>hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the human remains and items associated with Native American burials.</p> <p>4.4.3 In conjunction with the submittal of applications for rough grading permits, the Director, Department of Planning and Building, shall verify that a Los Angeles County certified archaeologist has been retained, shall be present at the pregrading conference and shall establish procedures for temporarily halting or redirecting work if unrecorded archaeological resources are discovered during grading to permit the sampling, identification, and evaluation of archaeological materials as appropriate. The cultural resource management program will include resource monitoring during project grading of archaeologically sensitive sediments to ensure that unidentified cultural resources are not affected by the proposed undertaking. If archaeological materials are identified during construction, standard professional archaeological practices shall be initiated to characterize the resources and mitigate any impacts to those resources. Included within this program will be the development of a curation agreement for the permanent care of materials collected from the project. This agreement would be negotiated with a suitable repository.</p>	
Cumulative Cultural Impacts. The proposed project, in conjunction with other past, present, or reasonably foreseeable future projects, has the potential to result in a cumulative impact due to the loss of undiscovered cultural resources and human remains during grading and construction activity. Incorporation of mitigation measures will reduce the proposed project's incremental contribution to this potential cumulative impact to a less than significant level.	No mitigation is required.	Less than significant
4.5: GEOLOGY AND SOILS		
Shrinkage and Subsidence. The Home Depot project site and the proposed open space site are not located within an area of known subsidence that may	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>be associated with groundwater or petroleum withdrawal, peat oxidation, or hydrocompaction. Thus, the potential site constraint associated with land subsidence is considered low, and no mitigation is required.</p> <p>For estimating earthwork volume, an average shrinkage value of 15–20 percent and subsidence of 0.1–0.2 foot may be assumed for the surficial soils (GPI 2003). These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and will be determined during grading. Potential impacts from shrinkage are considered less than significant, and no mitigation is required.</p>		
<p>Wastewater Disposal. The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. A new sewer line is proposed to connect the Home Depot Site to the public sewer system. Refer to Section 4.10, Public Services and Utilities, for a detailed discussion of this project component. The proposed open space site does not require sewerage services.</p>	No mitigation is required.	Less than significant
<p>Seismic Considerations. Neither the Home Depot project site or the proposed open space site is located within a currently designated Alquist-Priolo Earthquake Fault Zone, nor are they currently identified by the regulatory community as being located within zones of either primary or secondary co-seismic surface deformation (e.g., pressure ridges, escarpments, fissures). Thus, the sites are not expected to experience primary surface fault rupture or related ground deformation during the life of the proposed development. However, since the sites are only 0.6 mile northeast of the recognized surface traces of ground deformation within the Newport-Inglewood Structural Zone (Figure 4.5.2), which is the nearest Alquist-Priolo fault to the site, significant ground shaking or secondary seismic ground deformation effects may be anticipated should a major seismic event occur along the Newport-Inglewood Structural Zone or any active faults. Mitigation Measure 4.5.1 requires the City to review final design plans for structural engineering compliance and to approve the plans prior to issuance of grading permits. No structures are proposed for the open space site. Therefore, potential seismic ground-shaking impacts will be less than significant with mitigation incorporated.</p>	<p>4.5.1 Prior to issuance of building permits, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works are required to review and approve final design plans to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.</p>	Less than significant
<p>Erosion Potential. There is the potential for soil erosion to occur at the Home Depot site and the proposed open space site during site preparation and grading activities. Large areas of soil will be exposed to wind and water erosion. After construction of buildings and parking lots and establishment of the landscaped areas, erosion potential will be minimal. Mitigation</p>	Refer to Mitigation Measures 4.2.2 and 4.2.3.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
measures are required to reduce fugitive dust and transport of soil into Los Cerritos Channel and the San Gabriel River (refer to Section 4.2, Air Quality, and Section 4.7, Hydrology and Water Quality, respectively). With implementation of these standard control measures, soil erosion potential will be reduced to less than significant levels.		
<p>Liquefaction. One- to two-foot-thick sand layers at depths between 11 and 33 feet below grade exhibit marginal resistance to liquefaction (GPI 2003). Should liquefaction of these layers occur, the estimated magnitude of total dynamic settlement is expected to range between one-half and three-fourths inch. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant. However, in order to design an adequate foundation to accommodate geotechnical constraints such as liquefaction, a detailed geotechnical investigation will be conducted during final design. Therefore, Mitigation Measure 4.5.2 will reduce potential liquefaction impacts to a less than significant level.</p> <p>Most of the subsurface soils on the proposed open space site are either cohesive soils that do not satisfy the characteristics necessary for liquefaction or are dense to very dense granular soils. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant because no buildings or foundations are proposed that would be affected by geotechnical constraints such as liquefaction. Therefore, the potential for impacts resulting from liquefaction is considered less than significant.</p>	<p>4.5.2 A detailed geotechnical investigation of the site shall be conducted prior to the project design phase. This investigation shall evaluate liquefaction potential, lateral spreading hazards, and soil expansiveness and shall determine appropriate design consistent with the most current California Building Code. A corrosion engineer shall design measures for corrosion protection. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant prior to the start of grading to verify that recommendations developed during the geotechnical design process are appropriately incorporated in the project plan. Design and grading construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final report, subject to review by the City of Long Beach Building Official prior to issuance of grading permits.</p>	Less than significant
<p>Lateral Spreading. A potential result of soil liquefaction on site is lateral spreading. Hypothetically, if there was soil failure at this site, the ground surface would move laterally downgradient toward the river along the southern site boundary. For lateral spreading to occur, the layers subject to liquefaction should be continuous across the site and have an overburden-normalized standard penetration test blowcount (sandy soils) of less than 15. At one cone penetration test location, two soil layers were found that exhibit a test blowcount of less than 15 (GPI 2003). Since these layers are not continuous across the site, lateral spreading is not considered likely. However, in order to ensure that the final foundation design has considered potential lateral spreading hazards, a detailed geotechnical investigation is necessary. Mitigation Measure 4.5.2 requires this investigation as well as</p>	Refer to Mitigation Measure 4.5.2.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.</p> <p>Lateral spreading is not considered likely on the proposed open space site because most of the subsurface soils on the proposed open space site are either cohesive soils or are dense to very dense granular soils. Mitigation Measure 4.5.2 (DEIR 2005) requires a final geotechnical investigation as well as plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.</p>		
<p>Expansive Soils. The on-site clayey soils have an expansion potential of medium to high and are considered to be severely corrosive to steel (GPI 2003; Mission 2004). Without protection, structural foundations on the Home Depot site could be affected, potentially leading to foundation failure. No structures that could be affected by expansive soils or corrosive soils are proposed for the open space site. Mitigation Measure 4.5.2 will ensure that recommendations would be provided in a comprehensive geotechnical report to mitigate these geotechnical constraints during the design and construction of the site.</p>	Refer to Mitigation Measure 4.5.2.	Less than significant
<p>Site Preparation. Site preparation on the home depot site includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas. The subgrade will require stabilization to facilitate fill placement and support earthmoving equipment. Fill material type, placement, and compaction will be inspected by the on-site geotechnical engineer, who will also perform soil tests as necessary. Mitigation Measure 4.5.3 will reduce potential impacts related to site preparation to a less than significant level.</p> <p>Site preparation on the proposed open space site includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, positive surface gradient preparation, and pavement of other areas. Only surface soils on the proposed open space site will be graded. Subsurface facilities, including electrical and water equipment vaults, will not be removed. No buildings or structural foundations are proposed for the open space site, however, pump houses and electrical sheds will be relocated to the area within the LA County Flood Control easement. Therefore, impacts related to site preparation are considered less than significant for the proposed open space site. Mitigation Measure 4.5.3</p>	<p>4.5.3 Site preparation (removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas) shall be conducted consistent with the recommendations of the design-level detailed geotechnical investigation summarized in a final report, subject to review and approval by a City of Long Beach Building Official prior to issuance of grading permits. The project geotechnical engineer shall observe all excavations, subgrade preparation, and fill activities and shall conduct soils testing as necessary, consistent with local, State, and federal regulations.</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
(DEIR 2005) will reduce potential impacts related to site preparation of the proposed open space site at the intersection of Studebaker and Loynes to a less than significant level.		
<p>Cumulative Geology and Soils Impacts. Neither the proposed project nor any of the identified projects with potential cumulative impacts entailed activities that would affect geology and soils at significant distances from the site (e.g., projects requiring significant structural blasting or drilling, high vibration activities, deep excavation, etc.).</p> <p>The analysis indicated that there would be no significant cumulative impact of the proposed project related to geology and soils. This conclusion is based on the following:</p> <ul style="list-style-type: none"> There are no rare or special geological features or soil types on site that would be affected by project activities. There are no other known activities or projects with activities that would affect the geology and soils of this site. 	No mitigation is required.	Less than significant
4.6: HAZARDOUS MATERIALS		
<p>Potential Soil Contamination. Operation of the ASTs and support facilities may have caused soil contamination. In addition, past activities at the AGS, a RCRA-regulated facility with DTSC oversight, have impacted groundwater. Completion of a detailed soils investigation and removal/disposal of any contaminated soils and/or groundwater is required. Implementation of Mitigation Measures 4.6.1, 4.6.2, and 4.6.6 will reduce potential impacts from contaminated soil and groundwater.</p>	<p>4.6.1 Prior to project approval, the project applicant shall enter into a Consent Agreement with DTSC for remediation of the project site consistent with the Scope of Work for an RCRA RFI.</p> <p>4.6.2 Prior to issuance of a grading permit, the project applicant shall provide evidence to the City that DTSC has issued a closure status for the project site and that no land use restrictions would prevent the site from being used for commercial/retail purposes.</p> <p>4.6.6 Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.	
Demolition of Hazardous Materials Structures. Above-ground Storage Tanks 1–3 are empty and Tank 4 contains approximately 30 inches of water and oil. Additionally, the soil beneath the tanks has been impacted by petroleum hydrocarbons (No. 6 fuel oil) and arsenic. Improper handling of the tanks and associated pipelines and equipment during demolition and removal could result in impacts to the on-site and off-site environment. Mitigation Measures 4.6.3 and 4.6.6 will reduce potential impacts from hazardous materials structure removal to less than significant levels.	<p>4.6.3 Prior to issuance of any demolition permits, the project applicant shall submit an application to the City of Long Beach Fire Department for approval to remove Tanks Nos. 1–4 and 6 and associated pipeline conveyance systems from the property. The application package shall include documentation of approval of the removal process by AES Alamitos and Pacific Energy. The City of Long Beach Fire Department shall review the application for compliance with local, State, and federal requirements with tank-handling procedures including sampling and disposal of tank contents, sampling of subsurface soils, and transport and disposal of tanks and soils/liquids. The City of Long Beach Fire Department and DTSC shall oversee and monitor the operation in accordance with local, State, and federal requirements.</p> <p>4.6.6 Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.	
Handling and Disposal of Hazardous Substances. Potential hazardous substances in structures proposed for demolition may be present, and include asbestos, lead-based paint, and PCBs. Implementation of Mitigation Measure 4.6.4 will reduce potential impacts to less than significant levels.	4.6.4 Prior to issuance of any demolition permits, predemolition surveys for ACMs and LBPs (including sampling and analysis of all suspected building materials) and inspections for PCB-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: ASTM E 1527-00, and 40 CFR, Subchapter R, Toxic Substances Control Act [TSCA], Part 716). All identified ACMs, LBPs, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., SCAQMD) and to provide safety to workers and the adjacent community. The project applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Long Beach Health Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and would be reviewed and approved by the City Health Department.	Less than significant
Remaining Aboveground Storage Tank Facilities. AST No. 5 will	4.6.5 Prior to issuance of any demolition permits,	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
remain in the northern portion of the site. Construction of a block wall and fence in this area and the relocation of existing pipelines to underground vaults has the potential to disturb these facilities and cause a spill. Implementation of Mitigation Measure 4.6.5 will reduce impacts to less than significant levels.	the project applicant shall submit an Emergency Action Plan to the City of Long Beach Fire Department for review and approval. The plan shall include documentation of review and approval by Pacific Energy. The plan shall be consistent with local, State, and federal regulations and shall provide detailed procedures in the event of a hazardous substance leak or spill from on-site facilities, including Tank No. 5 and associated equipment.	
Methane Soil Contamination. A preliminary methane soil gas investigation of the project site detected concentration levels exceeding current regulatory thresholds in shallow soils. To delineate methane concentrations, further investigation is necessary after rough grading and prior to building construction and utility installation. Implementation of Mitigation Measure 4.6.7 will reduce potential methane impacts to less than significant levels.	4.6.7 After rough grading and prior to building construction and utility installation, a detailed methane soil gas investigation workplan shall be prepared by the project applicant and submitted to the City of Long Beach Fire Department for review and approval. The methane soil gas investigation shall be performed in accordance with local industry standards. The results shall be presented in a formal report that includes recommendations to mitigate potential hazards from methane, if required. The report shall be reviewed and approved by the City of Long Beach Fire Department. Based on the results of this detailed investigation, additional mitigation design may be necessary, including providing conventional vapor barriers and venting systems beneath buildings and confined spaces. Methane mitigation design shall be approved by the City of Long Beach Fire Department.	Less than significant
Additional Hazardous Materials. Due to methane occurrence, undocumented fill soils, and historical use of the site, there is the potential for additional hazards to be encountered during rough grading and excavation activities. A Soil and Air Monitoring Program, which includes a Health and Safety Plan, is required to prevent significant impacts to humans and the environment during soil disturbance activities. Implementation of Mitigation Measure 4.6.8 will reduce these potential impacts to less than significant levels.	4.6.8 Prior to issuance of a grading permit, the project applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the City of Long Beach Planning and Building Department and the SCAQMD for review and approval. The program shall be consistent with local, State, and federal regulations and shall encompass all soil-disturbance activities. The Health and Safety Plan shall include the following components:	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<ul style="list-style-type: none"> A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures The identification of a site health and safety officer Methods of contact, phone number, office location, and responsibilities of the site health and safety officer Specification that the site health and safety officer will be contacted immediately by the construction contractor should any potentially toxic chemical be detected above the exposure limits or if evidence of soil contamination is encountered during site preparation and construction Specification that DTSC will be notified if evidence of soil contamination is encountered Specification that DTSC will be notified if contaminated groundwater is encountered during excavation activities Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations <p>The Health and Safety Plan shall be provided to all contractors on site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.</p>	
Routine Use of Hazardous Materials during Construction. Project construction will involve the routine use of fuels, paints, and solvents. Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2 will reduce potential significant hazardous substances impacts associated with demolition, grading, excavation, and construction to less than significant	Refer to Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>levels.</p> <p>Potential hazardous materials impacts at the open space site would only relate to the use of routine materials such as fuels, paints, and solvents. As described above, compliance with Mitigation Measures 4.7.1 and 4.7.2 would reduce impacts associated with demolition, grading, excavation, and construction at the proposed open space site to less than significant levels</p>		
<p>Operational Use of Hazardous Materials. The proposed Home Depot center would utilize, store, and sell hazardous materials such as solvents, paints, and pesticides. The other commercial/retail buildings and restaurant would use and store household hazardous materials of types and quantities typical of those types of businesses. Implementation of Mitigation Measures 4.6.9 and 4.7.4 will reduce potential impacts regarding use and storage of hazardous materials during operation to less than significant levels.</p> <p>The proposed open space site would be landscaped and would act as an extension of Channel View Park. Potential hazardous materials associated with operation of this site would be the application of pesticides and fertilizers. The open space site would be subject to the same landscaping maintenance best management practices as the existing Channel View Park. No significant impacts would occur.</p>	<p>4.6.9 Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit a Business Plan including a Hazardous Materials Release Response Plan and Inventory to the Long Beach CUPA for approval and permit. The Business Plan shall include a description of emergency response procedures and coordination with AGS with respect to alarms and public address systems. (See also Mitigation Measure 4.6.4, above.)</p>	Less than significant
<p>Hazards Associated with AES Alamitos Electrical Generating Plant. The plant uses a 29 percent ammonium hydroxide solution in its units for air pollution control purposes as well as other hazardous materials in its day-to-day operations, such as lubricating oils, caustics, and oxidizers. Because the project would provide public receptors directly adjacent to the plant, Mitigation Measures 4.6.10 and 4.6.11 will reduce the potential impacts from operations or emergencies at the AES facility to less than significant levels.</p>	<p>4.6.10 Prior to issuance of certificates of occupancy, the City of Long Beach Health Department and the Long Beach CUPA shall review the existing Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory, and the Risk Management Plan for the AES Alamitos Plant and shall determine whether additional measures/revisions are necessary based on proposed project implementation, consistent with the California Health and Safety Code Section 25500, et seq. The City of Long Beach Police Department shall review the plans to determine whether security for the plant, tanks, and distribution system is in compliance with pertinent regulations.</p> <p>4.6.11 Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit an Emergency Response and Evacuation</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Employee Training Program to the Long Beach CUPA for review and approval. The business owner shall conduct drills as required by CUPA and shall submit training documentation as part of the annual review of the Business Plan.	
Emergency Access to AST No. 5. Tank No. 5 and its associated equipment and pipelines would remain on site. There is the potential for the proposed project to inhibit access to these facilities in the event of an emergency. Additionally, pipelines for this distribution system will be relocated. Mitigation Measure 4.6.12 will reduce potential emergency response impacts related to these facilities to less than significant levels.	4.6.12 Prior to issuance of certificates of occupancy, the applicant shall submit the updated Hazardous Materials Release Response Plan and Inventory for the Pacific Energy tanks and distribution system to the Long Beach CUPA for review. The CUPA shall determine whether revisions are necessary due to proposed project implementation. The City of Long Beach Fire and Police Departments shall review and approve the proposed project plans, including the pipeline relocation for adequate emergency access and egress procedures.	Less than significant
Elevated Methane Levels During Operations. Methane could occur in elevated concentrations in subsurface soils at the site. The State has specified design features to prevent accumulation of methane in buildings. Implementation of Mitigation Measure 4.6.7 will reduce potential methane impacts with project operation to less than significant levels.	Refer to Mitigation Measure 4.6.7.	Less than significant
Cumulative Hazards and Hazardous Materials Impacts. Implementation of the proposed project would not result in a significant cumulative impact related to hazards and hazardous materials.	No mitigation is required.	Less than significant
4.7: HYDROLOGY AND WATER QUALITY		
Groundwater Supply. Neither the Home Depot project site nor the proposed open space site are located within an area that is used for groundwater. There are no groundwater production wells in the vicinity. Injections wells are being used in the Home Depot project area to limit saltwater intrusion. The removal of existing asphalt on the proposed open space site and replacement with pervious surfaces would increase the potential for groundwater percolation into the soil. Implementation of the proposed project would not result in any impact to groundwater.	No mitigation is required.	Less than significant.
Flooding and Tsunamis. The project site is not located within a 100-year flood hazard area. Additionally, the project site is approximately one mile from the Pacific Ocean and is approximately 10 feet above mean sea level. The site vicinity contains flood control infrastructure to reduce flooding in the area. Therefore, implementation of the proposed Home Depot project would not result in hazards from floods or tsunamis.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
According to the Phase I Environmental Site Assessment prepared for the open space site, the open space site is not within the 100- or 500-year floodplain. Therefore, no mitigation for impacts to floodplains is required. Therefore, implementation of the open space project component would not result in hazards from floods or tsunamis.		
<p>Water Quality During Construction. During construction, the applicant is required to adhere to the General Construction Permit and utilize typical BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all products of erosion from moving off site into receiving waters. Construction BMPs act as physical barriers to prevent sediment and other construction-related pollutants from leaving a construction site. Implementation of Mitigation Measures 4.7.1 and 4.7.2 will reduce construction-related groundwater impacts to less than significant levels.</p> <p>The open space site would be subjected to the same General Construction Permit and Municipal Code requirements as the proposed Home Depot site. The open space site would be included in the Storm Water Pollution Prevention Plan (SWPPP) for the project and construction best management practices (BMPs) would be implemented as required by Mitigation Measure 4.7.1. With implementation of Mitigation Measure 4.7.1, no significant impacts would occur.</p>	<p>4.7.1 Prior to issuance of a grading permit, the City of Long Beach shall ensure that construction plans for the project include features meeting the applicable construction activity best management practices (BMPs) and erosion and sediment control BMPs published in the <i>California Stormwater BMP Handbook—Construction Activity</i> or equivalent. The construction contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site.</p> <p>The construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. The construction contractor shall inspect BMP facilities before and after every rainfall event predicted to produce observable runoff and at 24-hour intervals during extended rainfall events, except on days when no ongoing site activity takes place. Prestorm activities will include inspection of the major storm drain grate inlets and examination of other on-site surface flow channels and swales, including the removal of any debris that blocks the flow path. Poststorm activities will include</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p>inspection of the grate inlets, for evidence of unpermitted discharges. The construction contractor shall implement corrective actions specified by the City of Long Beach Building Official, as necessary, at the direction of the City of Long Beach Director of Public Works. Inspection records and compliance certification reports shall be submitted to the City of Long Beach Director of Public Works on a monthly basis and shall be maintained for a period of three years. Inspections shall be scheduled monthly during the dry season and weekly during the wet season for the duration of project construction or until all lots and common areas are landscaped.</p> <p>4.7.2 During demolition, grading, and construction, the construction contractor shall ensure that the project complies with the requirements of the State General Construction Activity National Pollution Discharge Elimination System (NPDES) Permit. Prior to issuance of demolition and grading permits, the construction contractor shall demonstrate to the City of Long Beach that coverage has been obtained under the State General Construction Activity NPDES Permit by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) number or other proof of filing to the City of Long Beach Building Official.</p>	
<p>Shallow Groundwater. Shallow groundwater has been encountered at the Home Depot site during geotechnical investigations and may need to be removed during construction. Discharge of groundwater into storm drains and receiving waters has the potential to significantly impact water quality. Dewatered groundwater from the site may need to be filtered prior to discharge into storm drains. Implementation of Mitigation Measure 4.7.3 will reduce potential shallow groundwater impacts and discharge to less than significant levels.</p>	<p>4.7.3 Prior to commencement of grading activities, the construction contractor shall determine whether dewatering of groundwater will be necessary during construction of the project. Any dewatering will require compliance with the State General Permit for discharges to land with a low threat to water quality or an individual permit from the Los Angeles RWQCB, consistent with</p>	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	NPDES requirements. Once it receives and reviews the NOI, the RWQCB will decide which permit is applicable and whether sampling is required. A copy of the permit shall be kept at the project site, available for City and/or RWQCB review upon request.	
Runoff During Construction. Construction activity has the potential to produce waste discharge and violate water quality standards. Implementation of Mitigation Measures 4.7.1, 4.7.2, and 4.7.3 will reduce potential runoff impacts to less than significant levels.	Refer to Mitigation Measures 4.7.1, 4.7.2, and 4.7.3.	Less than significant
Water Quality During Operation. Water pollution prevention measures (best management practices) are necessary to prevent adverse impacts to water resources. Implementation of Mitigation Measure 4.7.4 will reduce potential impacts to less than significant levels. With the project, the open space site would change from an area mostly covered by impervious asphalt to a landscaped area. The increase in pervious area would reduce the amount of runoff from the site and associated pollutant loading and would allow some percolation of water into the soil. The project-level Standard Urban Stormwater Management Plan (SUSMP) for the proposed project will include the BMPs required for the open space site and is subject to review and approval by the City Director of Public Works (Mitigation Measure 4.7.4). With implementation of Mitigation Measure 4.7.4, no significant impacts would occur.	4.7.4 Prior to issuance of a building permit, the City of Long Beach Director of Public Works shall review and approve a project Standard Urban Storm Water Mitigation Plan (SUSMP) The project SUSMP shall identify all of the nonstructural and structural BMPs that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired Los Cerritos Channel and Reach 1 of the San Gabriel River.	Less than significant
Maintenance of Structural BMPs. Buildup of trash, debris, and sediment may impact the function of structural pollution prevention devices such as vegetated swales and hydrodynamic separator systems. Implementation of Mitigation Measure 4.7.5 will reduce these impacts to less than significant levels.	4.7.5 Prior to issuance of a building permit, the City of Long Beach shall, under the direction of the City of Long Beach Director of Public Works, approve a plan to ensure ongoing maintenance for permanent BMPs. This plan shall include a statement from the applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers.	
<p>Drainage and Erosion. The project would increase peak flows for the 50-year storm from approximately 17 cubic feet per second (cfs) to 42 cfs. This is due to the increase of impervious area from 29 percent to 88 percent. Implementation of Mitigation Measure 4.7.6 will reduce impacts to drainage and erosion to less than significant levels.</p> <p>The proposed project would reduce runoff from the open space site. The open space site currently drains to the southeast via an asphalt berm. With the project, the existing drainage pattern would be maintained via swales. The proposed project would not increase storm flows from the open space site, would not change the drainage pattern, and would not affect the capacity of existing drainage systems. No significant impacts would occur and no mitigation is required.</p>	<p>4.7.6 Prior to issuance of a building permit, the City of Long Beach Director of Public Works/City Engineer shall review and approve a final Hydrology Plan. The Hydrology Plan shall include any on-site structures or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The Hydrology Plan shall show all structural BMPs, consistent with the project SUSMP.</p>	Less than significant
<p>Cumulative Water Quality and Hydrology Impacts. The proposed project entails a conversion of land use from industrial to commercial uses. The proposed project includes a series of Source Control and Treatment BMPs that were found to reduce pollutant concentrations using quantitative analysis, when compared to the existing condition. Increases in storm flows were not considered to be significant because they will be contained within an existing drainage system with adequate capacity and erosion control features. Therefore, the project's contribution to cumulative hydrology and water quality impacts is not considered significant.</p> <p>The proposed open space site would provide a beneficial effect to hydrology and water quality at the open space site because it would reduce runoff flows from the site. Therefore no significant cumulative impacts would occur.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.8: LAND USE		
<p>Physically Divide an Established Community. The project site is currently developed as an oil tank storage facility surrounded by established industrial and residential uses. Implementation of the proposed project would result in the construction of a centrally located commercial shopping center. The project site does not currently connect with or serve as a focal point in the community. As a commercial center, the proposed project will serve community retail needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.</p> <p>The proposed open space site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. Small wooden sheds or “pump” houses are located on the southern parcel and appear to contain equipment related to an underground water pipe traversing the site. The project proposes to construct landscaped open space adjacent to the existing Channel View Park. The project site does not currently connect with or serve as a focal point in the community. As open space, the proposed project will serve community recreation needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.</p>	No mitigation is required.	Less than significant
<p>Conflict with any Applicable Habitat Conservation Plan or Natural Community Conservation Plan. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. There are no such plans applicable to the proposed Home Depot project site or the proposed open space site.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>Conflict with Applicable Land Use Plans, Policies, or Regulations.</p> <p>Home Depot Project Site:</p> <ul style="list-style-type: none"> • General Plan. The proposed project, a commercial shopping center, is consistent with the current General Plan designation for the site (LUD No. 7), and a General Plan amendment is not required for project implementation. • Local Coastal Program (LCP). The proposed project site is located in the Coastal Zone and is therefore subject to the requirements and limitations of the LCP for the City of Long Beach. As such, the proposed project will require a Local Coastal Development Permit to allow construction and operation of the project. • Zoning Ordinance. As previously stated, the proposed project would require a CUP and standards variances but would otherwise be consistent with the current zoning designation, Planned Development (PD-1). • Citywide Strategic Plan. Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. The proposed project will serve the needs of local residents, commercial and industrial developers, businesses, and employers in south Long Beach. <p>Open Space Project Site:</p> <ul style="list-style-type: none"> • General Plan. The proposed project, a commercial shopping center, is consistent with the current General Plan designation for the site (LUD No. 7), and a General Plan amendment is not required for project implementation. • Local Coastal Plan (LCP). The proposed open space site is not located in the Coastal Zone. However, the proposed project will (as a whole) require the issuance of a Local Coastal Development Permit (LCDP) because the project site at the intersection of Loynes and Studebaker is located in the coastal zone. Mitigation Measure 4.8.1 in DEIR 2005 requires approval of an LCDP prior to project implementation. • Zoning Ordinance. The proposed open space site is located within Subarea 14 of PD-1 (SEADIP). At the time SEADIP was adopted, the project site was thought to be owned by the California Department of Transportation, and the Specific Plan called for Subarea 14 (i.e., the project site at the corner of 7th Street and Silvera Avenue) to be improved as 	<p>4.8.1 City of Long Beach Planning Commission approvals of the proposed project shall include approval for the Site Plan Review, a Local Coastal Development Permit to allow construction and operation of a retail commercial development in the local coastal zone, a Conditional Use Permit to allow retail trade in Subarea 19 of the PD-1 zoning district (in accordance with the General Industrial Land Use Standards), and Standards Variances for those project-specific design features provided in Chapter 3.0, Project Description. The City of Long Beach Director of Planning and Building shall issue building permits consistent with the Planning Commission's Site Plan Review, Conditional Use Permit, Local Coastal Development Permit, and Standards Variance approvals.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>landscaped open space. The proposed project will result in the conversion of the site at the corner of 7th Street and Silvera Avenue to public open space in accordance with SEADIP and the provisions of the City of Long Beach Zoning Ordinance. The proposed project does not require a zone change, and no mitigation is required.</p> <ul style="list-style-type: none"> • Citywide Strategic Plan. Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. Although the proposed open space area does not directly support economic development, it is part of a larger project that will allow commercial development of currently underutilized land. 		
<p>Conflict with Existing On-Site and Adjacent Land Uses. Land use incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, air pollution (including odor), or activity level, or substantial incongruity and conflict (physical and visual) with adjacent land uses. The incongruity between land uses adjoining the Home Depot project site does not lead to conflict. Significant setbacks and project design sensitive to the industrial land uses adjacent to the site minimize potential land use conflicts. Project setbacks, landscaping, and design, as well as the distance between residential areas and the proposed project site (approximately 550 feet), also ensure that potential impacts to residential uses west of the Los Cerritos Channel are minimized. Specific impacts and mitigation measures are discussed in detail in the applicable sections of Chapter 4: Section 4.1, Aesthetics, Section 4.2, Air Quality, Section 4.9, Noise, and Section 4.11, Traffic and Circulation. No additional mitigation is required.</p> <p>The proposed open space site is surrounded by residential uses, open space, and an educational facility. Landscaping of the 1.37-acre site at the corner of 7th Street and Silvera Avenue will not result in substantial incongruity or conflict with adjacent uses. The proposed project will landscape current vacant land, effectively extending Channel View Park in the area adjacent to Kettering Elementary. There are no odors, traffic increases, aesthetic features, or noise impacts related to the proposed open space area that would conflict with existing adjacent land uses.</p>	<p>Refer to: Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.9, Noise and; Section 4.11, Traffic and Circulation.</p>	<p>Less than significant</p>
<p>Cumulative Land Use Impacts. The proposed project will not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing or planned development. Proposed on- and off-site improvements are consistent with the long-range planning goals of the</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
governing plans and policies for the surrounding area. There are no incompatibilities between the proposed project and planned future projects. Therefore, the contribution of the proposed project to potential cumulative land use compatibility impacts (aesthetics, noise, air quality, odors, and traffic and circulation) in the study area is considered less than significant.		
4.9: NOISE		
Off-Site Traffic Noise. Implementation of the proposed project has the potential to result in long-term traffic and stationary noise impacts; however, analysis shows that there is very little change in the traffic noise levels associated with implementation of the project; all areas would increase less than 1.0 dBA. As changes in noise levels of three dBA or less are not perceptible to the human ear in an outdoor environment, these noise level increases would be considered less than significant. No mitigation measures are required. The proposed open space site would generate few vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses.	No mitigation is required.	Less than significant
On-Site Traffic Noise. The only on-site sensitive outdoor area planned for the proposed project area would be an outdoor eating area associated with a proposed restaurant. This eating area would be approximately 200 feet from the centerline of Studebaker Road, with a noise level of approximately 65 dBA. This exceeds the City's thresholds and would be a significant impact if not mitigated. Implementation of Mitigation Measure 4.9.1 would reduce impacts to less than significant levels. The proposed open space site would generate few additional daily vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses.	4.9.1 At the time of Plan Check, the City of Long Beach Zoning Administrator shall verify that project plans include a six-foot concrete block or Plexiglas wall between Studebaker Road and any project outdoor eating areas (adjacent to Studebaker Road).	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
On-Site Stationary Noise Sources. <ul style="list-style-type: none"> On-site noise generators include loading/unloading activities in the rear of the home improvement warehouse. The closest distance between the loading dock to the residences west of Studebaker Road is 1,750 feet. A four-foot-high wing wall would extend approximately 75 feet east from the building to screen the loading area. The noise level with loading/unloading activities is expected to be 34 dBA, lower than the traffic noise on Studebaker Road. No impact is anticipated, and no mitigation is required. The proposed Garden Center will be located at least 1,600 feet from the nearest residences. This distance will lessen the effects of noise impacts associated with the Garden Center. No impact is anticipated, and no mitigation is required. The proposed commercial/retail buildings along Studebaker Road near Loynes Drive would be located along the western side of the site, with the closest residences approximately 600 feet away. The anticipated loading/unloading activities associated with these buildings is anticipated to be lower than traffic noise on Studebaker Road and below the nighttime level established by the City. No impact is anticipated, and no mitigation is required. Parking would be located throughout the site. The front parking area adjacent to Studebaker Road is more than 600 feet from the nearest residences to the west. At this distance, the level of parking noise is lower than that of the traffic on area roads or the loading/unloading activities discussed above. No impact is anticipated, and no mitigation is required. Other proposed site improvements, including construction of trash and palette enclosures, are proposed in the rear of the Home Depot building. Noise associated with these activities would not be any greater than noise levels associated with loading/unloading activities and would not affect off-site users. No impact is anticipated, and no mitigation is required. The proposed open space site would generate few vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses. 	No mitigation is required.	Less than significant
Construction Noise. Short-term noise impacts associated with construction activities include the transportation of construction equipment, materials, and construction crews to the site. This would incrementally increase noise levels on access roads leading to the site. Additionally, short-term noise	4.9.2 Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and on federal holidays; and 9:00 a.m. to 6:00 p.m. on Saturdays. In accordance with the City of Long	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>impacts related to excavation, grading, and construction will be generated on site. While the main construction on the Home Depot project will be concentrated approximately 800 feet from the nearest residences, implementation of Mitigation Measure 4.9.2 will reduce impacts to less than significant levels.</p> <p>There are existing school facilities within 50 feet of the open space site project boundary that would be subject to noise levels of 91 dBA L_{max} from construction of the proposed project. However, construction of the project would not significantly affect land uses adjacent to the project site with implementation of Mitigation Measure 4.9.2 (DEIR 2005).</p>	<p>Beach's standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays without a special work permit. At the time of plan check, prior to issuance of grading and building permits, the City of Long Beach Zoning Administrator shall verify that construction hour limitations are noted on building and grading plans.</p>	
<p>Cumulative Noise Impacts. Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects. Project-related traffic would contribute to cumulative traffic noise impacts in the vicinity of the project site, but sound levels will not increase by more than 3 dBA from their corresponding existing levels, resulting in a less than significant impact.</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
4.10: PUBLIC SERVICES AND UTILITIES		
<p>Service Ratios, Response Times, or Other Performance Objectives.</p> <p>Fire Protection. The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services. The project will comply with all LBFD and CFC requirements, including access, placement of fire hydrants, and the use of sprinkler and standpipe systems. Impacts to emergency response times are not anticipated. The City of Long Beach Fire Department already has response times that exceed Department goals, and project implementation will remain unchanged in terms of service delivery. The proposed open space area is not expected to significantly impact emergency response times or calls for service and will not result in a significant impact to fire protection services in the City of Long Beach. The proposed project will not require 10 or more additional personnel to maintain acceptable service ratios, response times, or other performance objectives. No significant impacts to fire protection are anticipated.</p> <p>Law Enforcement. The proposed project does not include residential development that would generate additional population. However, the project may generate approximately 316 employees. The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries, and other</p>	<p>4.10.3 The project applicant shall submit a Security Plan for the review and approval of the City of Long Beach Chief of Police and the City of Long Beach Director of Planning and Building prior to the issuance of any building permits. The Security Plan shall incorporate Crime Prevention Through Environmental Design (CPTED) principles and other crime-prevention features that shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Interior and exterior security lighting • Alarm systems • Locking doors for all employee locations • Use of vines and other landscaping to discourage graffiti and unauthorized access • Bonded security guards • "No Loitering" signs posted at various locations throughout the project site 	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>property-related crimes on site related to the additional patrons and increased opportunities for commercial patrons and employees to pose as targets. This increase may generate additional calls for police services. Although the Police Department does not expect existing response times to change with project implementation, the existing response time in the City is 5.2 minutes, which is 0.2 minute below the goal of 5 minutes. Mitigation Measure 4.10.3 requires the implementation of a Security Plan to reduce project impacts on police service to less than significant levels. The proposed open space site is not expected to significantly impact police response times or calls for service and will not result in a significant impact to police protection services in the City of Long Beach.</p>	<ul style="list-style-type: none"> Surveillance cameras for each business and all on-site parking areas Surveillance cameras located on site that are capable of thoroughly monitoring Channel View Park, the Vista Street/Loynes Drive intersection, and the Vista Street/Silvera Avenue intersection. <p>All surveillance cameras shall continuously monitor all on-site and off-site locations on a 24-hour basis, and all surveillance camera video recording equipment shall have a minimum continuous two-week capacity to the satisfaction of the City of Long Beach Chief of Police. The City of Long Beach Director of Planning and Building shall verify inclusion of all required physical public safety improvements prior to issuance of any building permits. All physical requirements in the approved Security Plan shall be installed and fully operational prior to issuance of any Certificate of Occupancy.</p>	
<p>Demand for Electricity and Natural Gas.</p> <ul style="list-style-type: none"> Natural Gas. The supply and distribution of natural gas within the area surrounding the project site will not be reduced or inhibited as a result of project implementation, and levels of service to off-site users will not be adversely affected. Project compliance with Title 24 standards will further reduce any potential impacts on natural gas resources. Substantial adverse impacts related to the provision of natural gas services to the Home Depot project site will not occur, and the proposed project will not result in the use of substantial amounts of natural gas. The proposed open space area will not require gas service and will not change the estimated project demand for gas services. Therefore, no significant impacts to local or regional supplies of natural gas will occur as a result of the proposed project. Electricity. The proposed project includes the construction and installation of a new on-site electricity distribution system that will connect to existing overhead transmission facilities on Studebaker Road and along the southern project boundary. The proposed open space site will connect to the existing electrical distribution system under 7th Street. Demand for electricity on the proposed open space site would be minimal because electricity would only be required for path lighting from dusk to dawn. The supply and distribution of electricity to the project site will not disrupt 	<p>No mitigation is required..</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
power to the surrounding area or adversely affect service levels. Impacts will be less than significant.		
Water Entitlements/Water Supplies. The proposed project includes the replacement of existing on-site infrastructure and provides connections to existing water mains under Studebaker Road. New water lines will be constructed. The proposed open space site will connect to an existing water main under 7th Street. A temporary, short-term increased demand for water may occur during project construction. These demands are approximately 2,660 gallons per acre per day and are not expected to have any adverse impacts on existing water systems or supplies. In addition, there may be a long-term increase in demand for landscaping and operations upon project completion. Based on consultation with the LBWD, the project will not necessitate new or expanded water entitlements. Additionally, private on-site water systems will be designed and constructed to provide adequate water service. Impacts related to water usage and supplies will be less than significant.	No mitigation is required.	Less than significant
Water or Wastewater Treatment Facilities/Wastewater Treatment Capacity. The project will generate approximately 10,000 gallons of wastewater per day. A new private sewer system will be installed on site in accordance with the LBWD and the City's building and planning standards. Project-generated wastewater will not exceed the existing capacity of the sewer delivery system or the existing capacity of the JWPCP. Therefore, the proposed project will not require the construction of new or expanded wastewater treatment facilities. Project impacts related to the provision of wastewater treatment services are considered less than significant. Payment of a connection fee will be required before a permit to connect to existing facilities is issued. In addition, the project will be required to comply with all City of Long Beach, LBWD, and LACSD requirements for design and construction of new sewer infrastructure. The proposed open space area at the intersection of 7th Street and Silvera Avenue will not require sewer services and will not increase estimated wastewater flows for the proposed project.	No mitigation is required.	Less than significant
Landfill Capacity and Federal, State, and Local Statutes and Regulations Related to Solid Waste. Given the percentage increase of solid waste disposal as a result of project implementation, the regional landfills and SERRF have sufficient short-term capacity to accommodate the additional demand for solid waste disposal facilities. Additionally, California State Assembly Bill (AB) 939 requires that every	4.10.1 A Solid Waste Management Plan for the proposed project shall be developed and submitted to the City of Long Beach Environmental Services Bureau for review and approval prior to issuance of grading permits. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>city and county implement programs to achieve a 50 percent reduction in solid waste taken to landfills. The proposed development will be required to incorporate storage and collection of recyclable materials into the project design and include provisions for the collection of recyclables in refuse collection contracts. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in meeting its reduction goals and will reduce impacts from solid waste to less than significant levels.</p> <p>Solid waste generation resulting from operation of the open space area at the corner of 7th Street and Silvera Avenue would be minimal; uses do not include waste- generating uses other than grass and plant clippings. Debris from construction and demolition on the open space area will be disposed of at unclassified landfills, which have sufficient capacity to accept waste of this type.</p>	<p>consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939.</p> <p>4.10.2 Prior to issuance of building permits, the City of Long Beach Director of Planning and Building shall verify that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.</p>	
<p>Cumulative Public Services and Utilities Impacts. The proposed project will contribute to an existing deficiency related to solid waste disposal capacity in Los Angeles County. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill or the Eagle Mountain Landfill become fully operational and able to accept waste-by-rail from Los Angeles County. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet waste-reduction goals; however, even with recycling, additional regional long-term disposal capacity is needed to accommodate new developments. Due to the existing deficiency in long-term waste disposal capacity, cumulative solid waste project impacts will remain significant. All other potential cumulative impacts related to public services and utilities are less than significant.</p>	<p>No mitigation is feasible</p>	<p>Significant and adverse.</p>
4.11: TRANSPORTATION AND CIRCULATION		
<p>Air Traffic. The Long Beach Municipal Airport is located approximately three and one-half miles northwest of the project site, and the Los Alamitos Reserve Air Station is approximately two miles northeast of the site. Neither the proposed project site nor the proposed open space site are not located within an aircraft flight path, the Airport Safety Zone, or current adopted noise contours. The proposed project is not anticipated to result in a change in air traffic patterns or to be impacted by the existing airports. Impacts are anticipated to be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p>Hazards and Emergency Access. Access to the proposed project would be</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>provided via two right-turn in/out access driveways on Studebaker Road and at the signalized intersection of Studebaker Road/Loynes Drive. The north driveway on Studebaker Road would primarily be used by vehicles destined for the north retail pad and is not anticipated to experience a high inbound demand. The south driveway would be primarily used for vehicles destined for the restaurant and retail pads. The project provides driveway aisles of 24 feet or greater, which meet City standards. In addition, all project driveway widths and parking stall widths satisfy the City's minimum requirements. Therefore, impacts to emergency access will be less than significant, and no mitigation is required.</p> <p>Pedestrians and bicyclists would be able to access the proposed open space site from the corner of 7th Street and Silvera Avenue and from the east via an access walk connected to Channel View Park. Vehicular access to the site would be limited to maintenance vehicles accessing the County Flood Control Easement area. Maintenance vehicles will access the site from Silvera Avenue (where the existing access point is located). Emergency vehicles would be able to access the site along its frontage on 7th Street and at pedestrian and maintenance vehicle access points. Therefore, any impacts to emergency access associated with the proposed project will be less than significant, and no mitigation would be required.</p>		
<p>Neighborhood Street Impact. With the implementation of the proposed project, drivers could potentially "cut through" the neighborhood from 7th Street to access the project site at Studebaker Road and Loynes Drive. As discussed in Section 4.11, a quantitative analysis indicates that these possible "cut through" routes do not appear to be a reasonable or faster route to the project site. Site access via major arterials such as 7th Street and Studebaker Road are designed to accommodate heavy traffic flows and high speeds with fewer stop-controlled intersections. It is anticipated that vehicles traveling along surrounding residential streets would likely be confined to local resident use. The proposed open space site is not expected to contribute significant traffic that would cut through the neighborhood. Therefore, the potential for "cut through" traffic would be less than significant, and no mitigation is required.</p>	No mitigation is required.	Less than significant
<p>Parking. As discussed in Section 4.11, the City's minimum parking requirement for a commercial shopping center the size of the proposed project is 727 spaces. The proposed project would provide 742 total parking spaces on site, which exceeds the City's requirement. Therefore, no impacts are anticipated, and no mitigation is required.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
As permitted in the City of Long Beach Zoning Code (§21.41.222), the proposed Home Depot project site, located less than 550 feet from Channel View Park, will provide the required vehicular parking and staging areas for bicyclists wishing to access the greenway and proposed open space area at the intersection of 7th Street and Silvera Avenue. Therefore, there would be no impact related to parking capacity, and no mitigation would be required.		
Congestion Management Program. As discussed throughout Section 4.11, new development projects are required to analyze potential impacts on Congestion Management Program (CMP) monitoring locations. The two CMP intersections analyzed operate at unsatisfactory levels of service in the a.m. and p.m. peak hours during cumulative baseline conditions. However, the project does not significantly impact the CMP intersections by 2 percent of the capacity and the proposed open space would not generate additional traffic. Therefore, no impacts are anticipated, and no mitigation is required.	No mitigation is required.	Less than significant
Alternative Transportation. Due to low estimated project-related transit patronage, it is anticipated that the existing transit services within the project area would be able to accommodate the project-generated transit trips. The project's impact on transit services will be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
Construction Traffic. Construction activities associated with the development of the proposed project will include a temporary increase in traffic activities and possible delays. Construction vehicles are anticipated to use State Route (SR) 22 to access the project sites, which would minimize traffic impacts to adjacent roadway networks. Mitigation Measure 4.11.1 would minimize impacts to less than significant levels.	4.11.1 Prior to the issuance of a grading permit, the project applicant shall, under the direction of the City of Long Beach Traffic Engineer, design and implement a construction area Traffic Management Plan. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging areas, and parking areas for the project. The plan shall also require project contractors to keep all haul routes clean and free of debris including but not limited to gravel and dirt.	Less than significant
Level of Service. Implementation of the proposed project has the potential to impact the Level of Service at several intersections near the project vicinity. <ul style="list-style-type: none"> Studebaker Road/SR-22 westbound ramps. Currently, Caltrans has no plans to improve the Studebaker/SR-22 ramps, and doing so would 	4.11.2 Studebaker Road/2nd Street. Prior to issuance of any Certificates of Occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall convert the existing westbound right-turn lane into a through	Studebaker Road/SR-22 westbound ramps: Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>potentially encroach into the Los Cerritos Channel. There are no feasible improvements that would mitigate the project's impact on this facility.</p> <ul style="list-style-type: none"> • Studebaker Road/2nd Street. Regarding the provision of a shared through-right-turn lane on westbound 2nd Street, the Boeing Specific Plan Traffic Impact Analysis recommended a fair-share contribution of 85 percent for this improvement, but no there is no formal commitment. Therefore, implementation of Mitigation Measure 4.11.2 would reduce the weekday impact at this intersection to less than significant levels. • Studebaker Road/Loynes Drive. Project design features are included to reduce the impact to a less than significant level. Since these features are required to mitigate a significant impact associated with the proposed project, Mitigation Measure 4.11.3 includes these features and therefore reduces the weekday impact to a less than significant level. • Pacific Coast Highway/7th Street and Pacific Coast Highway/2nd Street. According to the traffic analysis, with implementation of the proposed project, these intersections would continue to operate at unsatisfactory levels of service in the weekend midday peak hours. However, due to right-of-way constraints at both intersections, there are no feasible improvements that would mitigate the project's impacts. Therefore, the proposed project creates a significant, unavoidable impact at these intersections during the weekend period. <p>The proposed open space site does not meet the ITE Manual definition of a City Park. The proposed passive open space use is not expected to generate traffic. Because the proposed open space site at the intersection of 7th Street and Silvera would not generate additional traffic, the LOS at study area intersections would not change during the weekday and weekend peak hours as a result of this project component.</p>	<p>lane and shall construct an exclusive westbound right-turn lane with a raised island that allows a "free right turn" from westbound 2nd Street to northbound Studebaker Road into the newly striped third through lane, with reimbursement if possible, according to the Boeing Specific Plan's fair-share commitment.</p> <p>4.11.3 Studebaker Road/Loynes Drive. Prior to issuance of any certificates of occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall complete the following:</p> <ul style="list-style-type: none"> • Provide one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane at the project driveway at the Studebaker Road/Loynes Drive intersection and two receiving lanes into the project site. In addition, a northbound right-turn lane and a southbound left-turn lane shall be constructed. The inside eastbound right-turn lane shall be converted to an eastbound through lane for vehicles entering the project site. • Change the traffic signal phasing for the northbound and southbound left-turn movements at Studebaker Road/Loynes Drive to protected-permissive turn movements. • Restripe northbound and southbound Studebaker Road (36 feet wide) between 2nd Street and the SR-22 eastbound ramps to provide three (12-foot-wide) through lanes. The third northbound through lane will terminate at the northbound right-turn lane at the SR-22 eastbound ramps. The third southbound through lane will terminate at the 2nd Street intersection. Any encroachment into State right-of-way will require review and approval by Caltrans. <p>4.11.4 Prior to issuance of any certificates of</p>	<p>Studebaker Road/2nd Street: Less than significant</p> <p>Studebaker Road/Loynes Drive: Less than significant</p> <p>Pacific Coast Highway/7th Street/2nd Street: Significant and adverse</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p>occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, install traffic signal interconnect along Studebaker Road from 2nd Street to the SR-22 westbound ramp signal. This will allow vehicles from 2nd Street to have progressive flow to the freeway on-ramp on Studebaker Road.</p> <p>4.11.5 Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement new traffic signal coordination timing for Studebaker Road for both weekday and weekend traffic conditions. This will provide signal coordination utilizing the new interconnect described above.</p> <p>4.11.6 Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect. This should reduce delay and queuing at PCH/2nd Street.</p> <p>4.11.7 Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions.</p> <p>4.11.8 Prior to issuance of any certificates of occupancy, the applicant shall reconstruct the two traffic signals at Studebaker Road and SR-22/7th Street ramps in accordance with current traffic signal design standards, subject to the approval of the City Traffic Engineer and Caltrans.</p> <p>4.11.9 Prior to issuance of any certificates of occupancy, the applicant shall upgrade all 8-inch</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	traffic signal indications to 12-inch LED indications for the five intersections along 7th Street between and including East Campus Drive and Pacific Coast Highway.	
<p>Cumulative Traffic Impacts. To determine the 2006 plus project condition (i.e., cumulative plus project condition), traffic generated by the proposed project, cumulative projects, and an ambient growth factor were added to existing traffic volumes at the study area intersections. Five study area intersections are forecast to operate at an unacceptable LOS (LOS E or F) in the p.m. peak hour for both the 2006 conditions and the 2006 Plus Project Conditions. Three intersections are forecast to operate an unacceptable LOS in the a.m. peak-hour for both 2006 conditions and 2006 Plus Project Conditions. Implementation of the proposed project would cause a significant ICU increase of 0.02 to the following intersections:</p> <ul style="list-style-type: none"> • Studebaker Road/SR-22 westbound ramps: increase in LOS F during the p.m. peak hour • Studebaker Road/2nd Street: increase from LOS E to LOS F during the p.m. peak hour <p>Additional analysis provided in Chapter 6.0 of this Recirculated Draft EIR also shows that with the addition of traffic from the proposed Seaport Marina project, a significant cumulative impact also results at the Studebaker Road/SR-22 eastbound ramps.</p> <p>These impacts would not be exacerbated by the proposed open space site, because the proposed open space at the intersection of 7th Street and Silvera would not generate additional traffic.</p> <p>Impacts to the intersection of Studebaker Road/2nd Street can be mitigated to a less than significant level with implementation of Mitigation Measure 4.11.2. Impacts to the Studebaker Road/SR-22 east- and west- bound ramps cannot be mitigated to less than significant levels. Any improvements to these ramps would require encroachment into the Los Cerritos Channel immediately adjacent and parallel to Studebaker Road. In addition, Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the project's impact and the project would contribute a significant unavoidable impact at these intersections.</p>	Refer to Mitigation Measures 4.11.2 through 4.11.9, above.	<p>Studebaker Road/2nd Street: Less than significant</p> <p>Studebaker Road/SR-22 westbound ramps: Significant and adverse</p> <p>Studebaker Road/SR-22 eastbound ramps: Significant and adverse</p>

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2.0 INTRODUCTION

2.1 INTRODUCTION

This Recirculated Draft Environmental Impact Report (EIR) has been prepared to evaluate specific environmental impacts associated with refinements to elements of the proposed East Long Beach Home Depot (proposed project). This document is considered a partially Recirculated EIR because it includes information and analyses updated since a Draft EIR was circulated for this project in May 2005. For purposes of clarity and distinction, this document will be referred to as the Recirculated Draft EIR, and the previously circulated Draft EIR will be referred to as DEIR 2005.

After circulation of DEIR 2005, changes were made to elements of the proposed project that required additional analysis pursuant to State CEQA Guidelines. This document, the Recirculated Draft EIR, contains a revised project description section, and additional environmental analysis for the proposed project. Two impact sections of DEIR 2005 have been revised and are being recirculated for public review in their entirety, the Hazards and Hazardous Materials section, and the Public Services and Utilities section. Additional new or updated information is included for the proposed off-site open space (Chapter 5.0) and for other CEQA topics (Chapter 6.0).

This introduction contains a brief summary of conclusions from DEIR 2005; information regarding documents cited in the Recirculated Draft EIR and their availability for public review; the opportunity for interested agencies, organizations, and individuals to comment on this document; and organization of the document.

Background

On August 18, 2003, Studebaker LB, LLC, submitted an application to the City of Long Beach for Conceptual Site Plan Review. The proposed project was assigned a case number and submitted to the Technical Advisory Committee (TAC) for review and comments. TAC review is a service provided by the City of Long Beach for applicants to facilitate the processing of approvals required by various City departments. Typically, representatives of various City departments meet with the applicant in an informal setting and identify issues about the project to be addressed. The City of Long Beach TAC reviewed the East Long Beach Home Depot conceptual site plan at its August 27, 2003, meeting and submitted written comments to the applicant. Comments on the conceptual site plan were provided by the Long Beach Water Department, the Long Beach Police Department, the Department of Public Works, the Department of Planning and Zoning, the Department of Building and Safety, and the Fire Department.

Project development plans were subsequently revised to address TAC review comments. The revised project development plans were submitted for subsequent TAC review on February 9, 2005.

On January 5, 2004, Studebaker LB, LLC, submitted an Application for Preliminary Environmental Assessment to the City of Long Beach, which initiated the California Environmental Quality Act of

1970 (CEQA) process. An Initial Study prepared by the City of Long Beach indicated that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the project.

As a result, DEIR 2005 was prepared in accordance with CEQA, as amended (Public Resources Code Section 21000, et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). DEIR 2005 also complied with the procedures established by the City of Long Beach for implementation of CEQA.

DEIR 2005 was completed and circulated for public review in May 2005. The public comment period ended on June 15, 2005. The City of Long Beach received approximately 150 comment letters.

A Lead Agency is required to recirculate an EIR when significant new information is added to the document after public notice is given of the availability of the Draft EIR for public review (in accordance with CEQA Guidelines Section 15087) but before certification. As used in Section 15088.5 of the State CEQA Guidelines, the term “information” can include changes in the project or environmental setting, as well as additional data or other information. New information is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponent has declined to implement. According to Section 15088.5(c), the Lead Agency need only recirculate the chapters or portions of the document that have been modified if the revisions are limited to a few chapters or portions of the EIR.

The City of Long Beach is the Lead Agency with authority to prepare this Recirculated Draft EIR and, after completion of the public comment/response process, is the Certifying Agency for the Final EIR. This Recirculated Draft EIR is intended to serve as an informational document to be made available for public review and considered by the City of Long Beach and the Responsible Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Chapter 3.0, Project Description.

Questions and comments regarding the preparation of this document and City review of the project should be referred to the following:

City of Long Beach
Department of Planning and Building
333 West Ocean Boulevard, 7th Floor
Long Beach, California 90802
Attention: Ms. Angela Reynolds, Environmental Officer
(562) 570-6357

2.2 PURPOSE AND TYPE OF EIR/INTENDED USES OF THIS EIR

The purpose of this partially Recirculated Draft EIR is to inform decision makers and the general public of any significant adverse environmental effects associated with the proposed changes to the project and to identify appropriate and feasible mitigation measures and alternatives that may be

adopted to minimize or eliminate any significant project or cumulative effects. This document is intended to be used together with DEIR 2005, which contains an evaluation of reasonable alternatives to the proposed project, including (1) No Development/No Build Alternative; (2) Reduced Project Alternative; (3) Existing Zoning Alternative/Warehouse; (4) Existing Zoning/Light Industrial; and (5) off-site alternatives.

The analytical approach used in this Draft Recirculated EIR is consistent with Sections 15161 and 15088.5(c) of the State CEQA Guidelines. As a "Project EIR," this Draft Recirculated EIR focuses primarily on the changes in the environment that would result from transition of the project site in its current condition to development and operation of the proposed project. As a partially Recirculated EIR, only those sections that require revision are being recirculated for public review.

2.3 COMMENTING ON THE RECIRCULATED DRAFT EIR

This Recirculated Draft EIR will be circulated for public comment for a period of 45 days. The City of Long Beach is requesting that reviewers limit their comments to the revised chapters or portions of the Recirculated EIR, consistent with the provisions of State CEQA Guidelines Section 15088.5 (f)(2). Specifically, the City of Long Beach need only respond to (1) comments received during the initial circulation period for DEIR 2005 that related to chapters or portions of the document that were not revised and recirculated, and (2) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. Therefore, agencies, organizations, and individuals who wish to comment on this document should limit their comments to the revised chapters or portions of this Recirculated Draft EIR and the analysis contained herein.

Commentators should be aware of the differences between the project description in the previously-circulated DEIR (DEIR 2005) and this Draft Recirculated EIR. Please refer to Chapter 3.0 of this document for a revised project description.

All comment letters should be sent to the attention of Angela Reynolds, Environmental Officer, City of Long Beach, at the address provided above.

2.4 INITIAL STUDY, NOTICE OF PREPARATION, DEIR 2005, AND AREAS OF CONTROVERSY

On March 19, 2004, a Notice of Preparation (NOP) for the proposed project was distributed by the City of Long Beach via the State Clearinghouse. The State of California Clearinghouse issued a project number for the EIR (SCH No. 2004031093). In accordance with State CEQA Guidelines, Section 15082, the NOP was circulated to the agencies and individuals listed in Appendix A of DEIR 2005 for a period of 30 days, during which time written comments were solicited pertaining to environmental issues/topics that the Draft EIR should evaluate. Residents of the City of Long Beach requested and were granted a 15-day extension on the comment period; the extended comment period closed on May 5, 2004. Responses to the NOP were received from the following agencies:

- City of Long Beach Departments
 - Long Beach Energy

- Long Beach Police Department
- Long Beach Fire Department
- United States Department of the Interior, Fish and Wildlife Service
- California Department of Conservation
- California Department of Fish and Game
- County Sanitation Districts of Los Angeles
- County of Los Angeles Fire Department
- County of Los Angeles Department of Public Works
- South Coast Air Quality Management District
- Orange County Transportation Authority
- Greater Los Angeles County Vector Control District
- Southern California Edison
- City of Seal Beach

The City of Long Beach held a public scoping meeting on April 7, 2004, to present the proposed project and to solicit input from interested individuals regarding environmental issues that should be addressed in this Draft EIR. Key environmental issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker Road and Loynes Drive; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to the nearby Los Cerritos Wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality-of-life issues related to possible noise from operation of the commercial center.

DEIR 2005 addressed each of these areas of concern or controversy in detail, examined project-related and cumulative environmental impacts, identified significant adverse environmental impacts, and proposed mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A of DEIR 2005 includes the NOP, a summary of the verbal comments from the scoping meeting, and copies of written comments received.

Significant Impacts

DEIR 2005 concluded that the proposed project would result in significant unavoidable adverse impacts related to air quality, solid waste disposal capacity in Los Angeles County, and traffic and circulation. Chapter 8.0 of DEIR 2005 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, and Impacts and Mitigation Measures of DEIR 2005. A brief description of each significant unavoidable impact is provided below.

Air Quality. Construction air quality impacts related to construction equipment/vehicle emissions during demolition and grading periods and fugitive dust will remain significant and adverse even with implementation of mitigation measures and compliance with applicable rules and regulations.

The proposed project will also result in long-term air emissions associated with stationary sources (i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed carbon monoxide (CO), reactive organic compounds (ROC), and nitrogen oxide (NO_x) thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

Public Services and Utilities. Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable. In August 2000, the LACSD entered into purchase agreements for two landfills outside of Los Angeles County. The Mesquite Regional Landfill is fully permitted to accept residual waste by rail, and the Sanitation Districts expect the landfill to be in operation by the end of 2008. The Eagle Mountain Landfill is fully permitted to receive waste; however, the purchase of the Eagle Mountain Landfill by the Sanitation Districts and its eventual operation is contingent upon successful resolution of pending federal litigation. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill or the Eagle Mountain Landfill become fully operational and able to accept waste by rail from Los Angeles County.

Traffic and Circulation. The following project intersection impacts described in DEIR 2005 cannot be mitigated. Therefore, these project impacts remain significant and adverse.

Weekday Peak Hour

- Studebaker Road/SR-22 westbound ramps

Weekend Midday Peak Hour

- PCH/7th Street
- PCH/2nd Street

2.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by State CEQA Guidelines, Section 15128, DEIR 2005 identified effects of the proposed project determined to be significant. The Initial Study prepared by the City of Long Beach (see

Appendix A of DEIR 2005) determined that the following environmental effects of the proposed project will not be significant: Agricultural Resources, Population and Housing, Mineral Resources, Hazards (related to airports, wildland fires, and emergency response plans), Noise (related to groundborne vibration and proximity to an airport), Public Services (related to schools), and Recreation. These issues are briefly discussed below along with the reasons they were determined not to be significant. For further information and additional discussion, please refer to the Initial Study and NOP in Appendix A of DEIR 2005.

Agricultural Resources

The project site is located in an urbanized area and is not used for agricultural purposes. The project is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Since agricultural uses are not present and the site is not zoned for agricultural use, the proposed project does not conflict with existing zoning for agricultural uses or any use protected by a Williamson Act contract. The proposed project would not convert farmland to a nonagricultural use. Likewise, the proposed project site would not contribute to environmental changes that could result in the conversion of farmland to nonagricultural use. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Population and Housing

No housing units are located on the project site, and housing displacement impacts will not occur. The proposed project is an in-fill development in an urbanized area on a site that was planned and zoned for industrial development. The project is not the type of land use that would possibly induce population growth. Rather, the proposed project is expected to serve the existing demands of the community.

The proposed project will include new businesses. However, the businesses do not represent substantial new growth in the context of the entire City of Long Beach business and employment base and are not anticipated to create indirect growth in the City of Long Beach due to the relatively small expansion of the employment base. The proposed project is expected to generate jobs for approximately 316 full-time employees. This is consistent with employment growth projections for the City of Long Beach.¹

The proposed project will include roadway improvements to adjacent public streets and the construction of a force main to provide sewer service to the project site. These facilities will primarily serve the development parcel and will not contribute to development of other parcels. The project is an in-fill project within an existing developed community, and no significant extension of roads and infrastructure to development “fringe” or undeveloped areas is proposed. Extension of the sanitary sewer service to the project site is not considered a growth-inducing impact of the project, as the force main will provide sewer service to the project site only.

¹ According to the Southern California Association of Governments, from 2000 to 2010, employment in the City of Long Beach is forecast to expand by 12.4 percent. From 2010 to 2020, employment is forecast to expand by 7.8 percent (RTP, City Projections, 2004).

The project will not induce population growth and does not include housing; therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Mineral Resources

The proposed project site is not a mineral resources recovery site designated on a local general plan, specific plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or to the residents of the State of California. Although oil-extraction activity occurs within the southeast portion of the City of Long Beach, there is no indication that oil is buried beneath the surface of the project site, and the geological composition of the soils beneath the site make it unlikely. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Hazards

Airports. The proposed project is located more than two miles from the nearest airport facility, the Armed Forces Reserve Center near the Naval Weapons Station, Seal Beach. The project site is not located within the Airport Land Use Plan and thus is not considered subject to safety hazards from airport or military operations. Although the airspace above the project site may be used by aircraft associated with either of these facilities, it is unlikely that the project site is at risk due to airspace uses because most accidents occur during landings and takeoffs. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Wildland Fires. The project site is in an urbanized setting where it is surrounded by industrial development, the San Gabriel River, and the Los Cerritos Channel. There are no open space areas with vegetation or brush that would pose a significant fire hazard. The project site is not within a designated high fire hazard area, and no impacts related to wildland fires are expected. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Emergency Response Plans. The project site is bounded on the west by Studebaker Road. The proposed project will likely include improvements to this street to facilitate access to and from the proposed project site. There will be no changes to the street network that would adversely affect emergency response or evacuation plans, and the proposed project site provides access for emergency vehicles (police, sheriff, fire/paramedics). Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Noise

Groundborne Vibration or Groundborne Noise. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable; but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building

vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumble noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage from ground vibration is not a factor for normal transportation sources, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 decibels or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Streets surrounding the project site are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is therefore assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis on on-road vehicles is necessary.

Groundborne vibration from construction activity will be mostly low to moderate, except when pavement breaking or pile driving occurs on the project site. However, even during periods of pavement breaking, there is sufficient distance between the nearest sensitive uses (approximately 550 feet from the project site boundary) and the construction site that it is unlikely that any damage to buildings associated with these uses would occur. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Airport. The project is not located within an airport land use plan or within two miles of a public airport or private airstrip. The Long Beach Municipal Airport is located approximately 3.5 miles northwest of the project site. Based on the aircraft noise contours produced by the airport, the project site does not lie within the 60 dBA CNEL contour of the airport. Therefore, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The Los Alamitos Reserve Air Station is located approximately two miles northeast of the site. This airport does not publish a noise contour; however, due to the limited use the airport is exposed to, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The project site is not located within any air facility's adopted noise contours; therefore, project implementation will not result in exposure of people working on or visiting the project site to excessive noise levels attributable to the airport. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Public Services

Schools. Generally, analysis of potential impacts to school facilities focuses on impacts associated with demand for new or expanded public education facilities resulting from construction of new

housing units. The proposed project will not result in a population increase or create new housing; therefore, no impacts to schools are expected. The project will be required to pay school facilities fees that will further reduce any potential impacts to less than significant levels. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

Recreation

The proposed project would not generate an increased demand for recreational facilities, nor does the project include the construction of recreation facilities. Therefore, it is not anticipated that recreation facilities or the availability of recreation resources within the City of Long Beach will be affected by project implementation. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

2.6 FORMAT OF THE RECIRCULATED DRAFT EIR

DEIR 2005 contained the information and analysis required by Sections 15122 through 15131 as required by State CEQA Guidelines, Section 15120(c). Pursuant to State CEQA Guidelines, Section 15088.5(c), this Recirculated Draft EIR is limited to chapters or portions of DEIR 2005 that have been modified. This document is organized as follows.

Chapter 1.0: Executive Summary

Chapter 1.0 contains a summary of DEIR 2005, the Recirculated EIR Sections, and off-site open space analysis, and lists all significant project impacts, mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following mitigation. The summary is presented in a matrix (tabular) format.

Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the Recirculated Draft EIR; background on the proposed project and the environmental analysis process; and areas of controversy known to the Lead Agency, including issues raised by the public. A summary of effects found not to be significant and therefore not included in DEIR 2005 or the Recirculated Draft EIR analysis is also included in this chapter.

Chapter 3.0: Project Description

Chapter 3.0 includes discussion of the project's geographical setting, the site's previous use, and the project's goals, objectives, characteristics, components, and phasing. This chapter also contains a description of changes to elements of the proposed project that occurred after circulation of DEIR 2005. Chapter 3.0 of this Recirculated Draft EIR addresses potential impacts related to the proposed 1.37-acre open space area.

Chapter 4.0: Recirculated Portions of DEIR 2005

Chapter 4.0 includes those sections of DEIR 2005 that have been revised and that are being recirculated for public review. The two sections include:

- **Hazards and Hazardous Materials.** This Recirculated Draft EIR presents a revised version of the hazards and hazardous materials analysis for the proposed project and replaces in its entirety the Hazards and Hazardous Materials section (Section 4.6) previously circulated in connection with DEIR 2005 for public review and comment.
- **Public Services and Utilities.** This Recirculated Draft EIR presents a revised version of the public services and utilities analysis for the proposed project and replaces in its entirety the Public Services and Utilities section (Section 4.10) previously circulated in connection with DEIR 2005 for public review and comment.

The environmental setting discussions in each section describe the “existing conditions” of the environment on the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the CEQA Guidelines).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the CEQA Guidelines).

Cumulative impacts are based on the build out of the project and the surrounding area, including all other known proposed projects in the surrounding area.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen significant adverse impacts for each significant environmental effect identified in the Draft EIR (Section 15126[c] of the CEQA Guidelines). The level of significance after mitigation is reported in each section. Unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to insignificant levels.

Chapter 5.0: 7th Street/Silvera Avenue Open Space Analysis

Chapter 5.0 addresses project changes with the potential to have a physical effect on the environment related to the proposed addition to the project of a 1.37-acre open space area at the intersection of 7th Street and Silvera Avenue. The analysis will provide City decision makers with additional information regarding significant adverse environmental effects associated with the proposed project and proposed changes to elements of the project. As previously stated, this document is intended to be used together with DEIR 2005, which contains a detailed evaluation of reasonable alternatives to the proposed project.

Chapter 6.0: Other CEQA Topics

Chapter 6.0 contains information and analysis on CEQA topics not addressed elsewhere in this document, including cumulative traffic, air quality and noise.

Chapter 7.0: Mitigation Monitoring and Reporting Program

Chapter 7.0 provides a list of all proposed project mitigation measures, defines the party responsible for implementation, and identifies the timing for implementation of each control measure.

Chapter 8.0: Significant Unavoidable Adverse Impacts

Chapter 8.0 describes those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible.

Chapters 9.0, 10.0, and 11.0

Chapters 9.0, 10.0, and 11.0 provide the organizations and persons contacted during preparation of the Recirculated Draft EIR Sections and the off-site open space analysis, preparers and technical report authors and other experts included in preparation of the document, and the references used in the Recirculated Draft EIR Sections and the off-site open space analysis.

2.7 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the State CEQA Guidelines, DEIR 2005 and the Recirculated Draft EIR referenced several technical studies, analyses, and reports. Information from the documents that has been incorporated by reference has been briefly summarized in the appropriate section(s) of this Recirculated Draft EIR along with a description of how the public may obtain and review these documents. The documents and other sources that have been used in the preparation of this Recirculated Draft EIR are identified in DEIR 2005 Chapter 11, References.

The State CEQA Guidelines set forth three methods that may be used to incorporate data from other sources in an EIR:

1. Use of an EIR appendix (14 Cal Code Regs §15148)
2. Citation to technical information (14 Cal Code Regs §15148)
3. Incorporation by reference (14 Cal Code Regs §15150)

Information included in an EIR appendix may include summarized technical data, maps, plot plans, diagrams, and similar information in sufficient detail to permit the public and reviewing agencies to make a full assessment of significant environmental effects of the project. To achieve a balance between the technical accuracy of an EIR and its public information function, the State CEQA Guidelines provide that placement of highly technical analysis and data in the body of an EIR should be avoided by including supporting information and analysis in appendices to the EIR. Appendices may be prepared in volumes separate from the body of the EIR but must be readily available for public examination.

Source documents, such as background information and technical information that is not project-specific, may be cited in the EIR. To keep EIRs to a manageable length, source documents used in preparing an EIR need not be included in the EIR or EIR Appendices.

An EIR may also incorporate by reference all or a portion(s) of another document that is a matter of public record or is generally available to the public. Incorporation is a procedure for reducing the size of an EIR and is particularly appropriate for long, descriptive, or technical materials that provide general background but do not contribute directly to analysis of the proposed project. When a document is incorporated by reference in an EIR, the lead agency must make the documents available for inspection at its offices or at some other public building or office in the county. The State CEQA Guidelines do not require that incorporated materials be circulated for public review with the EIR, nor do they require circulation or public availability of subsidiary documents that are incorporated in a document that is then incorporated into an EIR.

The Recirculated Draft EIR is composed of two volumes. Volume I, this document, includes the updated project description, analysis pertaining to the off-site open space area added to the project, two updated impact sections, and additional information regarding other CEQA topics, including traffic, air quality, and noise. Technical data that supports the reports provided in the Appendices (Volume II) will be available for public review at the City, Department of Planning and Building. This includes the Phase I Environmental Site Assessment, and updated cumulative Traffic Impact Analysis.

In addition, the following documents have been incorporated by reference and/or made available for public review at the City Department of Planning and Building:

- City of Long Beach General Plan
- City of Long Beach Zoning Code